NEW STOCK.
BATHING COSTUMES,
BATHING DRAWERS,
BATH BLANKETS,
CHRISTY'S TOWELS,
&c., &c., &c
COTTAM & Co.,
General Outfitters.

The Hongkong Telegraph.

THE 1897 EDITION
OF
WEBSTER'S
DICTIONARY
FOR SALE,
PRICE:—$6 PER COPY,
AT THE
HONGKONG TELEGRAPH.

ESTABLISHED 1881.

NEW SERIES No. 592. 日七初月四年三十二緒光 SATURDAY, MAY 8, 1897. 六拜禮 號八月五英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £350,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 19th October, 1896. [31

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Subscribed Capital ..... £ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq. | Chow Tung Shang, Esq.
H. Stolterfoht, Esq. | Kwan Hoi Chuen, Esq.
Chan Kit Shan, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.

Hongkong, 23rd October, 1893. [7

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND ..... $ 6,500,000
RESERVE LIABILITY OF PROPRIETORS... $10,000,000

COURT OF DIRECTORS:
ST C. MICHAELSEN, Esq.—Chairman.
Hon J. J. BELL-IRVING.—Deputy Chairman.
C. Beurmann, Esq. | A. I. Raymond, Esq.
G. D. Büsing, Esq. | R. L. Richardson, Esq.
G. R. Dalwell, Esq | R. Shewan, Esq.
R. M. Gray, Esq. | N. A. Siebs, Esq.
David Gubbay, Esq. | Gerald Slade, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 10th April, 1897. [7

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [9

Insurances.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895. [28

THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1824.

CAPITAL £2,000,000
TOTAL FUNDS AND SECURITY £2,480,053
NET ANNUAL FIRE PREMIA ..... £ 757,478

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 2nd January, 1897. [74

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 EQUAL TO $833,333.33
RESERVE FUND $316,000.00

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TEO SHUN, Esq.

MANAGER.—HO AMEL.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 19th December, 1896. 29

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED $1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.

Hongkong, 26th May, 1894. [30

Intimations.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of TWENTY PER CENT. upon CONTRIBUTIONS for the year 1896 has been DECLARED.

WARRANTS will be issued on the 30th instant.

By Order of the Board,
E. J. EDE,
Secretary.

Hongkong, 15th April, 1897. [633

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO CONTRIBUTORS.

A BONUS of TWENTY PER CENT. upon CONTRIBUTIONS for the year 1896 has This Day been DECLARED.

WARRANTS will be issued on the 10th proximo.

JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED.

Hongkong 24th April 1897. [671

IN THE MATTER OF THE TRADE MARKS ORDINANCES (Nos. 16 OF 1873 AND 20 OF 1895)
AND
IN THE MATTER OF AN APPLICATION ON BEHALF OF JONAS BROOK & BROTHERS, LD., FOR LEAVE TO REGISTER CERTAIN TRADE MARKS.

NOTICE is hereby given that JONAS BROOK & BROTHERS, LIMITED, carrying on business at Meltham Mills in the County of York, England, as transferees from JONAS BROOK & BROTHERS, of Meltham Mills aforesaid, by Assignment dated the 16th day of September, 1896, have, on the 30th day of March, 1897, applied to His Excellency the Governor of Hongkong for leave to register certain TRADE MARKS in the Register of Trade Marks in the Office of the Colonial Secretary for the Colony of Hongkong, in the Name of the said Company.

The said Trade Marks have been or are intended to be used in respect of COTTON THREAD GOODS Manufactured and Sold by the said JONAS BROOK & BROTHERS, LIMITED.

Facsimiles of the said Trade Marks can be seen on application at the Office of the Colonial Secretary for the Colony of Hongkong or to the Undersigned.

Dated the 10th day of April, 1897.

JOHNSON, STOKES & MASTER,
Solicitors for
610] JONAS BROOK & BROTHERS, LD.

IN THE MATTER OF THE TRADE MARKS ORDINANCES (Nos. 16 OF 1873 AND 20 OF 1895)
AND
IN THE MATTER OF AN APPLICATION ON BEHALF OF J. & P. COATS, LIMITED, FOR LEAVE TO REGISTER A CERTAIN TRADE MARK.

NOTICE is hereby given that J. & P. COATS, LIMITED, carrying on business at Ferguslie Thread Works, Paisley, in the County of Renfrew in that part of the United Kingdom of Great Britain called Scotland, have, on the 30th day of March, 1897, applied to His Excellency the Governor of Hongkong for leave to register a certain TRADE MARK in the Register of Trade-Marks in the Office of the Colonial Secretary for the Colony of Hongkong, in the Name of the said Company.

The said Trade Mark has been or is intended to be used in respect of Class 23 COTTON YARN and THREAD.

A facsimile of the said Trade Mark can be seen on application at the Office of the Colonial Secretary for the Colony of Hongkong or to the Undersigned

Dated the 10th day of April, 1897.

JOHNSON, STOKES & MASTER,
Solicitors for
611] J. & P. COATS, LIMITED

NOW READY!
COMMERCIAL AND STATISTICAL PAPERS.

No. 1—APRIL, 1897.

Being reports of meetings of Companies and Corporations for periods ending 31st December, 1896.

This pamphlet is published for the convience of the Commercial Community and is for sale,

PRICE $1 PER COPY,

at the office of the
"HONGKONG TELEGRAPH."
No. 6 Paddar's Hill.

Hongkong, 7th May, 1897. [761

LOST.

FROM No. 1, BLUE BUILDINGS, a COCKATOO. Whoever returns the same to above address will be rewarded.

WM. RAMSAY.

Hongkong, 29th April, 1897. [706

$25 REWARD!!

The undersigned offers a reward of $25 to anyone who returns to him his Irish setter "REX," lost last Saturday.

Address:—
MR. R. J. HASTINGS,
c/o Mr. ROBERT LANG,
14, Knutsford Terrace,
KOWLOON.

or to

D. M. WRIGHT & Co.,
25, Praya Central.

Hongkong, 6th May, 1897. [738

SAIGON.

THE Undersigned, having just had built a STEAM WATER BOAT of the latest pattern, capable of Supplying 40 tons per hour, are now prepared to furnish Ships with Filtered Town Water quickly and at Lowest Rates.

A. MERCIER & Co.,
Call Flag—*W.* at Peak.
715]

KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
23, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.

Hongkong, 13th March, 1897. [457

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
YOKOHAMA *via* SHANGHAI, &c.	*Borneo*	E. P. Bishop	About 14th May	Freight or Passage.
SHANGHAI	*Kaisar-i-Hind*	C. L. Daniel	About 15th May	Freight or Passage.
LONDON &c.	*Aden*	R. E. L. Hill, R.N.R.	About 16th May	Freight or Passage.
LONDON *via* BOMBAY	*Coromandel*	F. H. Seymour	Noon, 20th May	See Special Advertisement.
YOKOHAMA *via* NAGASAKI, &c.	*Verona*	C. H. S. Tocque, R.N.R.	Noon, 21st May	Freight or Passage.
LONDON	*Socotra*	J. Paine, R.N.R.	About 27th May	Freight only.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 28th April, 1897. [5

FOR HIGH PRESSURE CYLINDERS.

AMAZON SPIRAL PACKING

THIS PACKING HAS GIVEN GREAT SATISFACTION WHEREVER USED.

AS USED THROUGHOUT THE UNITED STATES NAVY.

$2.00 PER POUND.

ALL SIZES IN STOCK
LANE, CRAWFORD & CO.
Praya Central.

Hongkong, 13th March, 1897. [25

IND COOPE & CO.'S

ALE per cask of 4 doz. Quarts...$13.00
" " 8 " Pints ...$14.00
STOUT " 8 " " ...$15.00

These brews are light in body and of low Alcoholic strength.

TELEPHONE, No. 135. *SOLE AGENTS:—*

GANDE PRICE & CO.,
WINE AND SPIRIT MERCHANTS,
No. 12, QUEEN'S ROAD CENTRAL.

Hongkong, 26th April, 1897. [16

REDUCED

ENQUIRE AT MANAGER'S OFFICE HONGKONG HOTEL FOR PARTICULARS OF BOARD AND LODGING RATES FOR CERTAIN ROOMS.

Hongkong, 1st May, 1897. [116

W. POWELL & CO.

EX. "SOCOTRA."
SPLENDID ASSORTMENT OF
NEW MILLINERY.
HATS,—FLOWERS—FEATHERS—LACES—RIBBONS
SHIRTS—SKIRTS—COLLARS—CUFFS,—&c.

☞ We shall make a *special show* of Jubilee specialities for decorations, &c., about 17th May.

Hongkong, 1st May, 1897. [19

Intimations.

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF
WHITE HEATHER BOUQUET.
Sole Agents for VIN PASTEUR the great French Nerve Tonic.
Also Sole Agents for the now well-known JAPANESE TABLE WATER—
TANSAN.

FLETCHER & CO.
and
231 CARMICHAEL & CO.

NUNOBIKI NATURAL MINERAL WATER.

FROM THE SPRINGS OF THE WELL-KNOWN NUNOBIKI WATERFALLS IN KOBE.

Analysed and pronounced by the IMPERIAL JAPANESE HYGIENIC LABORATORY OF OSAKA, to be effective in the treatment of CONSUMPTION, CHRONIC CATARRH OF THROAT and WIND PIPE, all complaints of LIVER, STOMACH and INTESTINE, RHEUMATISM, SUPERABUNDANCE OF BLOOD, &c.

APPLY TO

L. M. ALVARES & CO.,
SOLE AGENTS,
No. 17, QUEEN'S ROAD CENTRAL.

Hongkong, 12th March, 1897. [443

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
PIONEERS OF THE ASBESTOS TRADE.
Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF
The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES.
Cheaper Qualities for LOW PRESSURES.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout Her Majesty's Navy.

The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints, Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-boat and Transport in H.M. Service.

"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c. IN TWO QUALITIES.

SPECIAL QUOTATIONS FOR QUANTITIES.

SUPERINTENDENT ..... THOS. SKINNER.

DODWELL, CARLILL & Co.,
General Agents.
17]

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

In cases of 2 doz. pints ..... $35 per case.
do. 2 doz quarts ..... $33 do

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 13th February 1897. [26

W. BREWER & CO.

JUST LANDED
A LARGE STOCK AND GREAT VARIETY OF
LADIES' and GENTLEMEN'S
TENNIS SHOES.
LADIES and GENTLEMEN'S
HOUSE SLIPPERS,
(VERY CHEAP.)

Hongkong, 5th March, 1897. [18

AQUARIUS.

"NO Filter has ever been invented which can be relied on to catch the Germs of Cholera. The real safeguard against danger of this kind is either to drink no water at all or to drink only DISTILLED WATER."—ST. JAMES'S GAZETTE, London.

NOTE.—Only pure treble distilled water is used in the manufacture of 'AQUARIUS.'

ESTD. 1864.

TELEPHONE—75.

CALDBECK, MACGREGOR & Co.,
SOLE AGENTS.
15, *Queen's Road.*

Hongkong, 28th April, 1897. 14

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS, "EXCELSIOR," HONGKONG, A. B. C. Code. | TELEPHONE, No. 35.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DINING-ROOMS.

For further Particulars apply to

THE MANAGER,
MOUNT AUSTIN HOTEL.

Hongkong, 27th July 1896 [94

Today's Advertisements.

THEATRE ROYAL.

CITY HALL.

POLLARD'S

LILLIPUTIAN OPERA COMPANY

Lessees.....Messrs. POLLARD & CHESTER.
Under the Distinguished Patronage of
H.E. Sir WILLIAM ROBINSON, K.C.M.G.,
and
H.E. Major-General WILSONE BLACK, C.B.,

TO-NIGHT (SATURDAY) TO-NIGHT
8th May, 1897.

LES CLOCHES DE CORNEVILLE.

MONDAY, 10th and TUESDAY, 11th May.
"H.M.S. PINAFORE."

WEDNESDAY, 12th and THURSDAY, 13th May.
PIRATES OF PENZANCE.

Plan at W. ROBINSON & Co.'s Piano and Music Rooms.

Prices:—$3, $2 *and* $1.
SOLDIERS and SAILORS in Uniform Half-price to back seats only.
Late Trams 15 minutes after each performance.
A. H. POLLARD,
Advance Representative,
Hongkong Hotel.

Hongkong, 7th May, 1897. [766

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

Receiving Order.

No. 8 of 1897.

Re AGA MAHOMED ALLY SHIRAZEE, residing at No. 43, Wyndham Street, Victoria, Hongkong.

Order dated 24th April, 1897.
Petition dated 29th March, 1897.

Notice of First General Meeting of Creditors.

No. 8 of 1897.

Re AGA MAHOMED ALLY SHIRAZEE, residing as above.

THURSDAY, the 13th day of May, 1897, at 12 o'clock at Noon, precisely, has been fixed for the First General Meeting of Creditors in the above matter to be held at the Official Receiver's Office, Land Office, Queen's Road Central Victoria aforesaid.

No Creditor can vote unless he previously proves his debt.

Forms of Proof and Proxy can be obtained at the Official Receiver's Office during Office hours.

At the First General Meeting the Creditors will be asked to consider whether the Debtor shall be adjudged Bankrupt or whether they, the Creditors, will entertain a proposal for a Composition or Scheme of Arrangement.

Dated this 8th day of May, 1897.

BRUCE SHEPHERD,
Official Receiver,
Land Office,
Hongkong.

Hongkong, 8th May, 1897. [767

WANTED.

FOR Merchant's Office in BANGKOK, a trustworthy and thoroughly experienced Book-Keeper (Eurasian or Chinese).

Must be thoroughly coversant with Book-Keeping (Double Entry System), and general clerical work. A good salary to a really competent man.

Address, by letter only, enclosing Testimonials,
"SIAM"
C/o this Paper.

Hongkong, 8th May 1897. [780

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR,"

Captain K. H. Sundberg, will be despatched for the above Ports TO-DAY, the 8th instant, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 8th May, 1897. [734

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain J. S. Roach, will be despatched for the above Ports, on TUESDAY the 11th instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong 8th May 1897. [768

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ALADDIN,"

Captain Schjöll, will be despatched for the above Ports on or about the 22nd Instant.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 8th May, 1897. [769

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, *Hongkong Telegraph*" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all copies intended for insertion in that day's issue not later than Three o'Clock so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

The Hongkong Telegraph's number at the Telephone Central Exchange is No. 1. Telegraphic address—"Telegraph," Hongkong.

Intimations.

DAKIN, CRUICKSHANK & COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [379a

A. S. WATSON & CO.,
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS
OF

AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG."
And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER,
SODA WATER,
LEMONADE,
POTASH WATER,
SELTZER WATER,
LITHIA WATER,
SARSAPARILLA WATER,
TONIC WATER,
GINGER ALE,
GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

Hongkong, 13th April, 1897. 16

The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 8, 1897.

SANITARY AFFAIRS.

At the meeting of the Legislative Council on Monday last the Colonial Secretary moved "that the bye-laws made under section 13 of Ordinance 15 of 1894 be approved by this Council." One of the official phalanx, Mr. T. SERCOMBE SMITH, promptly seconded and had not Mr. CHATER, Mr. WHITEHEAD and Dr. HO KAI raised objections to such an arbitrary measure being literally rushed into effect, bye-laws, the nature of which the public knows practically nothing, owing to the fact that they have not yet been published in the colony, would by this time have become law to the serious annoyance and detriment of the ratepayers, and we say "to the detriment of the ratepayers" advisedly for a perusal of the draft of these bye-laws shows them to have been drawn up with one object only in view, namely, the protection of the emasculated remnant of what was once a popularly consituted Sanitary Board from prosecution—to enable the Sanitary Board by its officers to ride the high horse over all sorts and conditions of people and even exercise powers above and beyond the ordinary laws of the land. It is painfully evident that the talented framers of these bye-laws have not had due regard for the customary rights and privileges of British subjects and for all persons who live and move and have their being under the ægis of the British flag, tens of thousands of whom have settled in this Colony because they believed that so long as it remains under British rule their property, their lives, and the sanctity of their homes will be protected and that they will be allowed, within the bounds of reason, perfect religious fredom and immunity from interference with their national customs. Hitherto they have found that, barring the absolute necessity for drastic preventive measures in 1894 when the plague was raging here, they have not been misinformed. They have lived here happily, have accumulated wealth and have found security for life and property. It is not to be wondered at therefore that a good deal of uneasiness has been caused by the gist of the new bye-laws having leaked out. The proposed regulations have never yet been published *in extenso* either in English or Chinese and therefore those whom they will, if passed in their present form, chiefly affect have had to make inquiries and be satisfied with any scraps of information which they have been able to gather. Of course some few Europeans and the representatives of the Chinese in the Council have had a glance over them, but the general public—the thousands of Chinese and others who will be seriously inconvenienced and likely enough be driven out of the Colony by their operation—know nothing of them and that is why we have deemed it advisable to draw special attention to the matter to-day, for to-morrow our readers will have time to think and talk the matter over and will thus at least know something of the grave questions, which will occupy the attention of the Legislative Council on Monday next, His Excellency the Governor at the last meeting having graciously consented to let the matter stand over for *one* week.

It is as we have said abundantly evident that, in virtue of the provisions of the new bye-laws, the Sanitary Board intends that it shall in future be protected against legal proceedings for the wanton destruction of property and for trespasses of a most offensive and unjustifiable nature. The new bye-laws provide (*a*) that the Secretary of the Sanitary Board shall, upon the requisition of the Medical Officer of Health, or by direction of the President of the said Board, authorising in writing, in English and Chinese, one or more of the Board's officers to enter any domestic building at any hour between 6 *p.m. and midnight* for the purpose of ascertaining whether such building or any part thereof is in an overcrowded condition; (*b*) the Secretary to the Sanitary Board shall furnish the Inspectors of Nuisances *with general authority* in writing, in English and Chinese, to enter between the hours 8 a.m. and 6 p.m. and inspect any building and cartilage in their respective districts for the purpose of ascertaining the sanitary condition, cleanliness and good order thereof or of any partitions &c. &c. (*d*) *Any officer of the Sanitary Board*, specially authorized by the Secretary, shall, during the prevalence in the Colony of any of the infectious diseases mentioned in the bye-laws, be at liberty to make house to house visitations and to cause the immediately removal and, if *he think fit*, the destruction of any partition floors, cocklofts or screens &c., &c. It is to be hoped that the Governor will pause and consider before he avails himself of the aid of the Official Phalanx to give such enormous powers to the officers of the Board—powers which are at once unique, despotic and unnecessary. The bye-laws require careful revision, considerable modification, and in some parts (notably where the word *street* is used in clause 5) very clear definition, for the various provisions as at present worded would open the door wide for abuses of the gravest description, and they would confer powers on a class of men who cannot, we think, be considered fit either by education, experience or training to exercise requisite discretionary powers.

Writing on this subject in October last the Editor of the *Daily Press* said:—"The *carte blanche* now asked for by the Sanitary Board on behalf of itself and its officers in regard to the destruction of property in private houses is, moreover, wholly unnecessary if the Board and its officers perform their duty steadily and continuously, and parenthetically we may remark that it is only by steady and continuous sanitation and not by spasmodic efforts that the colony can hope to be rendered proof to epidemic disease. The law is clear and precise as to what cock-cocklofts, partitions, etc., may be allowed, and if the Board sees that the law in these respects is complied with *there can be no execute for tearing down these structures* on the ground that they prevent the free access of light and air to the premises." We agree with our contemporary and we submit that had the Inspectors of Nuisances done their duty thoroughly ever since the staff was increased with a view to keeping the colony in a proper sanitary condition, and had they been guided and instructed by a popularly constituted Board (a Board composed chiefly of those who have important interests at stake here), aided by medical officers specially qualified for the work that at the present time there could be no reason for Government seeking to *rush* such a despotic measure through the Council. Moreover, there is no epidemic in the Colony, and, as far as the plague is concerned, the bacillus can exist only under most disgusting filth conditions and it is evident therefore that if the slums are kept clean the plague bacillus will find no abiding place here, and we can easily deal with the few sporadic cases that may occur from time to time. There is no necessity for such a sweeping measure and if the Governor, contending that "prevention is better than cure," urges that he feels it to be his duty to *force* this measure on us, then we can only say he is evidently labouring under some false impression and that the ratepayers cannot do better than appeal to headquarters for relief. We are inclined to think, however, that His Excellency will at least be found willing to give the representatives of the people a fair hearing and not rush the bye-laws through Council until several very necessary modifications have been made in them, for, as they stand at present, it seems clear that before long the colony will be "run" by the Sanitary Board and that the Inspectors of Nuisances will be endowed with greater powers for good or for evil than is possessed either by the Tsar of All the Russias or by that exquisite specimen of Oriental barbarism, His Highness the Sultan of Turkey. We cannot, we decline to believe that the Governor will deliberately force such a wholly unnecessary, arbitrary and pernicious measure through the Council. He must surely recognise that great powers may be wisely exercised by a Medical Officer of Health to the advantage of all parties and that, assuming for the sake of argument such a drastic measure were necessary, it would be better to burden the colony, with the expense of maintaning half-a-dozen medical officers than that gross injustice or any maltreatment should be meted out to a section of the community which contributes so largely to the prosperity of this colony as do the Chinese.

REUTER'S MESSAGES.

THE ANGLO-AMERICAN ARBITRATION TREATY.

LONDON, May 6th, 1897.

The United States Senate has finally rejected the Anglo-American Arbitration Treaty.

THE DISASTER IN PARIS.

Paris is in general mourning and the theatres are closed. The Empress of Austria is prostrated by the death of her sister, the Duchess d'Alencon, who was burnt at the charity bazaar.

THE GRECO-TURKISH WAR.

The Greeks have abandoned Phassala and await the Turkish attack at Domoko. Valestino has also been abandoned.

The Powers are now mediating.

LOCAL AND GENERAL.

MIN Shing, the money-changer who was remanded till this morning for selling counterfeit coins, was committed for trial at the Magistracy to-day. Bail of $500 was allowed.

A MUSICAL PARADOX.

The Concert of Powers, 'tis abundantly plain,
To concord can certainly never attain;
For the best of the music that comes from their rooms
Is wholly made up of "Identical Notes."

THE two "destroyers" *Hart* and *Handy* left Hongkong this afternoon for the North, but, owing to some defect in her machinery, the latter vessel had to return to port. The *Hart* left the harbour at about 4 p.m. It is intended that H.M.S. *Centurion* shall meet the little vessels outside the harbour to-morrow morning and convoy them to their destination.

THROUGH the courtesy of Mr. A. Thomson, Postmaster-General, we learn that the Postal conference will probably open on Monday next. Mr. Hippisley, who will represent the Imperial Chinese Post Office, is expected to arrive here from Peking on Monday by the steamer *Rio*, and Mr. L. A. M. Johnstone, the acting Postmaster-General of the Straits Settlement, arrived here during the week to attend the conference. The matters to be discussed are not yet made public.

AT last we have the rain which has been holding off for so long, and consequently a welcome fall in temperature and a not less welcome absence of the clouds of dust which have made things so unpleasant of late. It is wonderful what a difference a few hours' rain makes in a Hongkong landscape. The hills on the opposite mainland have already put on a brighter shade of green and the trees are all throwing out delicate new shoots which show up well against the older and darker foliage. We have still, however, a considerable deficit to make up in our rainfall. April gave us less than half the average quantity, so if the balance of things is to be made good during May, we should have a rainfall of about twenty inches, which will mean a very wet month.

THE "Lord High Admiral of China." Mr. John M'Clure, was in Liverpool to-day, says the *Liverpool Echo* of 10th of March, *en route* for London. The Admiral is on furlough from the War Office of the Sun and Moon, and came up from Scotland, where he spent a very pleasant time in the Land of Burns and "The Grey Man." Though a comparatively young man, Admiral M'Clure, who hails from Kirkcudbrightshire, is as white as the driven snow, and looks not unlike Stanley after his explorations in Darkest Africa. He was on board and in command of the *Chiangsing* (No savee he!) when she was sunk by the Japs in the famous battle. The Admiral is a very unpretentious man, and his main reminiscence of the battle in which he so gallantly figured was that he had "a gie prolonged cold bath." The Admiral is still in command of the Chinese Fleet—wherever it is—and will, no doubt, resume command when the fleet is "afloat."—Hi-yah!

A SERIOUS disturbance, almost amounting to a riot, took place on the 2nd instant, the third day of the Spring Race Meeting in Manila. It appears the owners of the horse *Heraldo* lodged a protest against the horse *Aquiles* for having improperly occupied the first place at the start instead of the third, which he had drawn, notwithstanding that all the jockeys gave their assent. The Committee of the Jockey Club admitted the protest and declared the race void. *Aquiles* having won the race, the public who had taken tickets on the Totalizator expected to receive their dividend, or at least a return of their money, but the Stewards of the Club, under whose charge the Totalizator is, did not see fit to do so, hence the great excitement and ill feeling. The Manila papers side entirely with the public, and make some very strong and unceremonious remarks against the Jockey Club for having acted as they did, after the starter and Clerk of the Course had consented to the change of numbers, and the jockeys themselves being agreeable. The owner of *Aquiles* at once withdrew all his horses entered for the rest of the meeting.

THE bank's buying rate for sovereigns is $9.88 per £.

*** ONE of the best ways to acquire a sound knowledge of "English as she is wrote and spoke" is to study a standard English dictionary, and of all such works *Webster's* is universally acknowledged to be the best in every way.

THE Band of the West York Regiment will play the following programme at the Officers' Mess, Murray Barracks, to-night, commencing at 8 o'clock:—

1.—Coronation March.....Le Prophete.....Meyerbeer
2.—Overture.....Tannhauser.....Wagner
3.—Part Songs { Farewell to the Forest / On a Lake } Mendelssohn
4.—Grand Finale.....Atalie..... Bach

AN interesting case has been decided by the Cantonment Magistrate, Jubbulpore. A tinman was charged with endangering the life of a European lady by using lead or some alloy in tinning cooking utensils. The prosecution was supported by the evidence of an Army Surgeon, who spoke of the poisonous effects of the material used. The man was sentenced to one month's imprisonment.

SOME figures lately published show how the famine in India has affected the foreign export trade. In food grains during the eleven months, 1st April to end of February 1896-97, the value of wheat exported from India was Rs. 18,346,538; in the corresponding period of the year previous the value of wheat exports was Rs. 38,092,596, being nearly three times in excess; similarly rice exports show a falling off of Rs. 15,035,162.

THAT India can now compete with Europe in the manufacture of many articles that were formerly considered outside her capabilities has lately received a fresh illustration in Madras, says the *Times of India*. Messrs. P. Orr and Sons, whose workshops have been largely extended during recent years, have now opened a wholesale department for the sale of their locally manufactured silver goods, and in another department of their business they have begun to compete with their European rivals in the manufacture of high-grade bicycles. The machines are said to compare favourably with those of Coventry and Birmingham.

IN the course of a leading article on Mr. Chamberlain's speech at the annual dinner of the Royal Colonial Institute on the 31st March, the *Standard* says:—The tendency of modern events seems to show that the future of the world lies with the great Empires; isolated States of secondary rank will find it difficult, Mr. Chamberlain thinks, to maintain their place. Those which are not absorbed will run the risk of being ignored. He, however, is among the statesmen who believe not only that the British Empire can hold its own in the coming time, but that we may look forward to a yet closer and a firmer union. The Colonial Secretary does not pledge himself to any particular scheme of federation; indeed, he deprecates hasty proposals. Time and patience are required for working out a great ideal. Nor will the consummation which he has in view be promoted by any form of pressure or dictation. It must spring from the general desire, the common sense of kinship, among the peoples that owe allegiance to the British Crown. There are, as he pointed out, two distinct classes of nations: the progressive communities of our self-governing Colonies, and the more stationary races who inhabit our tropical and semi-tropical Dependencies.

POLLARD'S LILLIPUTIANS.

The above clever combination of juveniles last night produced "Les Cloches de Corneville" at the Theatre Royal before a large audience. As this opera had quite recently been played here by the A.D.C., there was a good deal of interest felt regarding the latest production. The Lilliputians soon showed themselves to be quite at home in this popular work and throughout the performance was decidedly successful. The choruses were all well drilled and the costumes did the utmost credit to those responsible for this important feature. The scenery, too, was capital and from first to last the opera went with a "vim" that showed the performers had their hearts in their work. The part of Henri (Marquis of Corneville) suited Miss Elsie Norwood admirably and she made a handsome *débonnaire* naval officer. Her songs, too, were highly pleasing, the number in Act 2, "Behold my ancestors," being given with grand effect. Miss Connie Pollard was quite successful as Grenicheaux, and the charming music of the part was ably sung by this young lady. The Baillie was enacted by Master Bert Mansergh, who gave a fair pourtrayal of the pompous old officer, but in the matter of make-up there was room for a little improvement. Master Willie Stewart played Gobo in clever style and he and the Baillie caused very hearty merriment with their comic "business." The general verdict regarding Master Ali, Goulding's Gaspard was that it was perfect. The small piece of humanity is endowed with a wonderful histrionic talent and, whether in the intensely comical as in "Dorothy," or in a really difficult piece of character delineation, he acquits himself excellently. Last night he typified the grasping doting old miser with a startling realism that almost made one forget it was all make-believe. In the scene where he caresses and sings over his treasure he was notably good, and the hearty recall made at the end of the act testified the warm approbation of the audience. The make-up and dressing of the character were first rate and largely enhanced a highly creditable delineation. In Miss Jessie Ford Germaine had a charming exponent and her songs and dances were very loudly applauded. Her acting, also, was natural and pleasing. As Serpolette, by no means a light part, Miss Annie Moore soon became a warm favourite, the vivacity and *abandon* which she threw into the representation making it a first-class piece of acting and her skill as a vocalist was well recognised by the audience. Little Ina Pollard made a very pleasing Jeanne, and Miss Vi Martin, as Christophe, sustained her part in capital style. In the second act the members of the company performed the "Maypole Dance," and the effect produced by the children, in their gay costumes, moving in unison with the music was particularly fine. Another very striking picture was the entry of the count's sailors and the village girls into the Chateau. The lighting and other arrangements were all ably carried out and, generally, the performance was a complete success. "Les Cloches" will be repeated to-night and on Monday and Tuesday Gilbert and Sullivan's ever-popular "H.M.S. *Pinafore*" will be produced.

THE WAR IN THE PHILIPPINES.

From Manila papers recently to hand the following translation is made of the address delivered to the troops by the New Governor General Primo de Rivera, when taking over the supreme military command:—

"SOLDIERS! More toil, and suffering is in store for us; but this matters little when the integrity of the country is at stake, to whom we have sworn to offer all our time and our blood. The enemy do not recognise the humanitarian feelings of their mother Spain, in not responding to her invitation for concord and peace, neither does her grandeur nor her sovereignty avail; you are those charged to impose upon them these sentiments, no matter what the cost; because the Spanish soldier and the loyal Filipino do not mind what sacrifices they make for the honour of the Country and her army. We will fight, and as a witness of your prowess, according to promise, will be your General.

(sd) PRIMO DE RIVERA.

In the *Diario de Manila* of May 3, the following appears as a leading article:—

"FAREWELL TO THE NOBLE WARRIOR.

"At 5 o'clock this afternoon with chronometric punctuality the illustrious Marquis of Estella embarked in the Palace launch for Cavite, with the object of putting an end to the ignominy which has made its lair in the mountains of that Province. We say so with intention. The most difficult work remains to be done. If glory was meted out to his predecessor, more, much more glory, is in store for the actual General-in-Chief, because the work which he will undertake to-morrow is a work of greater hardship, more obstacles, and greater sacrifices. He marches with the faith and courage of a brave Spanish soldier.

"Under the laurel cross which adorns his breast he will feel the violent palpitation which leads to victory. He has already gained it. May God give him health! This was our last supplication on taking his hand and we repeat it. May the rigour of the climate, aggravated by the sufferings of a campaigns have no effect on his vigorous constitution, full of love for his country! May his person prove invulnerable, because all the rest however difficult or cruel is already overcome! All Spain goes with him. Make way for her valiant warrior!"

[We find the above most strangely incongruous. They bid their warrior *farewell* on going to the front, a front, which judging by the reports we received of the crushing blows inflicted at Imus and Cavité by General Polavieja, was rather a rapidly shifting rear. How this address to the "Gallants of Spain" does seem to belittle the achievements of their departed General Polavieja. We understood when he departed that it was "all over but the Cheering," but here we are naively informed that what Polavija achieved is nothing to the glorious and infinitely more difficult campaign before General Primo de Rivera. However, as "he has already gained the victory" we fail to see where the vast prospective difficulties can be. There is truly a queer confusion of present, past and future in this grandiloquent farewell address. After reading it one may fairly be excused if he has to confess "E don't know where 'e are" as regards the present position of affairs in the Philippines

THE SHANGHAI RACES.

Off Day,—8th May.

The CHALLENGE CUP.

Mr. Sturgis' g. Vaqueiro, 11st 11lb Mr. Read 1
Mr. Fernando's g. Auctioneer, 11st 11lb ..... Mr. Davies 2
Conquest..... Mr. Dallas 3

Six started.

The "SUSPENSE" CUP. Three-quarters of a mile.

Mr. Toeg's c. Clutha, 10st 12lb..... Mr. Wulleumeir 1
Mr. John Peel's g. Blackwell, 10st 12lb..... Mr. Crawford 2
Mr. Freddy's C. Etowoh, 11st 11lb..... Mr. Cumming 3

Nine started. Time, 1min. 39secs.

The "BLACKBERRY" CUP. One mile and a quarter.

Mr. John Peel's g. Kenneth, 11st 11lb..... Mr. Crawford 1
Mr. Toeg's g. Eros, 10st 12lb Mr Dallas 2
Mr. Norman's g. Watchet, 11st 11lb..... Mr. Wulleumeir 3

Twelve started. Time, 2min. 54½ secs.

The "RAINBOW" CUP. One mile.

Mr. John Peel's g. Rockhall, 11st 11lb..... Mr Cumming 1
Mr. Glendaye's g. Pibroch 11st 11lb..... Mr. Crawford 2
Mr. Nayler's b. Magister, 10st 9lb..... Mr. Machado 3

Eleven started Time, 2min, 16 secs.

The "SAMMIE" CUP. One mile and-a-half.

Mr. Denny's c. Bushey Park, 11st 7lb ..... Mr. Reynell 1
Messrs. Four Star's g. Dawn, 11st 4lb..... Mr. Crawford 2
Mr Duplex's g. The Banker, 11st 4lb..... Mr. Renny 3

Five started. Time 3 min. 42¾ secs.

The BIG SWEEP CUP, one mile and-a-half.

Mr. Buxey's w. White Rose, 11st 11lb..... Mr. Wulleumier 1
Messrs. Common & Robson's w. The Sirdar, 11st 11lb ..... Mr A. Burkill 2
Mr. Matthew's b. Watch, 10st 13lb ..... Mr. Sampson 3

Eleven started. Time, 3min 23sec.

THE SHIPPING CLERK'S LAMENT.

What though I've all the qualities to make a first rate shipping clerk,
What though I lie so readily I'd almost beat old Nick;
I'm lolling here as lazily as any spark in Regent's Park,
With nought to do but listen to the clock's unceasing tick.
The happy hunting days are o'er,—The game is trapped quite readily,
The noble art of chiselling it at a discount now;
For tonnage comes in daily, the freight increaseth steadily,
And all our ships are filling—and I'm not in the show.
Though fortune has bestowed on me a good deal of mendacity,
With a face to cheat the devil by its soft ingenuous look;
There's now no call for lying—no chance to use audacity,
For all we've got to do is to sit and book and book.
My legs are getting stiff and soft—my body acheth rustily,
I take no recreation since my occupation's lost.
The boss has set me "typing"—addresses me most crustily,
He evidently doesn't think that I am worth my cost.
But when the "Conference" is bust—Oh then we'll set to work again,
You'll see us round the town once more—light-hearted, fleet of foot.
You'll hear our tread upon the stair, You'll bullyrag with might and main
But *then* again the sharpest man will collar all the loot.

—*Singapore Free Press.*

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

WANTED: NAVAL VOLUNTEERS.

To the Editor of the "Hongkong Telegraph."

SIR,—Allow me through the medium of your valued paper to suggest to the Government the proposition of the formation of a corps of Naval Volunteers here. This place being an island, I do not doubt but that they would be quite as useful a body as the Artillery Volunteers which we now have, and I think fifty or six men could be easily obtained.

I should say that if a few of the energetic members of the Navy League took the matter in hand and laid it before the Government it could be put through without much trouble.

The Naval Volunteers would get plenty of practice here as the Government could place an old hulk at their disposal as a drill ship and they could also perhaps take one of the reserve ships out for gun practice now and again.

I am sure the corps (should the Government give them a grant) would be well supported as is the case with the Naval Volunteer Brigade in Calcutta, which is one of the most popular corps of that town.

As for instructors, I am sure that the Naval authorities would supply them.

Thanking you in anticipation for the insertion of this letter

Yours, &c.,
JACK.

Hongkong, 8th May, 1897.

NEW SANITARY BYE-LAWS.

For the information of the public we publish portions of the new sanitary Bye-laws which the Government desired to "rush" through Council at the meeting held on the 3rd instant, and would have done so but for the timely opposition of the unofficial members who very rightly objected to such wholly unnecessary and very unbusiness-like haste. As we refer to these laws in our leader to-day we thought it would be a convenience for our readers to have the most objectionable clauses published in this issue, only a favoured few having yet had an opportunity to peruse the draft bye-laws. The excerpts read as follows:—

5 No street over land held under lease from the Crown upon which any domestic buildings abut, shall be obstructed to any extent whatsoever by the erection or fixture at any elevation of any structure, or object of any kind whatsoever whether temporary or permanent, so as prejudicially to affect the ventilation of any of such buildings, without the permission in writing of the Sanitary Board or if such street be already partially so obstructed it shall not be further so obstructed, without such permission in writing.

9. The Secretary to the Sanitary Board shall, upon the requisition of the Medical Officer of Health, or by direction of the President of the said Board, authorise in writing, in English and Chinese, one or more of the Board's officers to enter any domestic building at any hour between 6 p.m. and midnight for the purpose of ascertaining whether such building or any part thereof is in an overcrowded condition.

10. No officer of the said Board shall, between the hours of midnight and 8 o'clock the following morning, enter any domestic building for the purpose of ascertaining whether such building or any part thereof is in an overcrowded condition, without the written permission, in English and Chinese, of the Secretary countersigned by the President of the said Board.

11. The Secretary to the Sanitary Board shall furnish the Inspectors of Nuisances with general authority in writing, in English and Chinese, to enter, between the hours of 8 A.M. and 6 P.M., and inspect, upon reasonable notice to the occupiers or owners, any building and curtilage in their respective districts for the purpose of ascertaining the sanitary condition, cleanliness and good order thereof or of any part thereof, and of any partitions, mezzanine floors, stories and cockiofts therein, or of the condition of any drains therein or in connection therewith. If it shall be requisite, for the purpose of ascertaining the sanitary condition of any domestic building or curtilage, to open the ground surface of any part thereof, any Inspector of Nuisances in possession of authority in writing signed by the Secretary to the said Board or by the Medical Officer of Health, after giving not less than forty-eight hours' notice in writing signed by either of the aforesaid officers to the occupier or owner of such domestic building or curtilage of his intention to enter the same for the purpose of opening up the ground surface thereof, may so enter, with such assistants as may be necessary, and open the ground surface of any such premises in any place or places he may deem fit doing as little damage as may be. Should the material which has been used for covering such ground surface be found in a satisfactory condition and in accordance with law, such ground surface shall be reinstated and made good by the said Board at the public expense, but should the material which has been used for covering the ground surface prove to be defective, the said Board shall cause the owner thereof to be served with a notice specifying the defects.

SPECIAL PROVISIONS.

Following the general bye-laws there are several clauses which are "to be enforced only during the prevalence of an epidemic, endemic or contagious disease in the Colony or in any district thereof." One of these special clauses (No. 26) reads as follows:—

26.—Any officer of the Sanitary Board, specially authorized in writing by the said Board under the hand of its Secretary may, during the prevalence in the Colony or in any district thereof, of any of the aforesaid diseases, and within such limits as may from time to time be defined by the said Board, make a house to house visitation for the purpose of inspecting the sanitary condition of any premises so visited and of all and every part thereof, and ascertaining whether there is any person in or upon the said premises attacked or affected by any of the said diseases or the body of any person who has died therefrom. If the premises so visited or any part thereof shall be found in a dirty or insanitary condition in the opinion of any of such officers he may forthwith take steps to have all furniture and goods removed therefrom and to have the said premises thoroughly cleansed and disinfected by persons acting under his instructions; and whenever, in the opinion of any of such officers, it is necessary for the thorough cleansing and disinfection of such premises to do any or all of the following acts, namely, to take down, remove from the premises or destroy any mezzanine floor, cockloft, partition, screen or other similar structure or fitting, or any portion thereof, or when in the opinion of any of such officers any mezzanine floor, cockloft, partition, screen, or other similar structure or fitting prevents the free access of light and air to the said premises, he shall forthwith have the same taken down, and if he considers the removal from the premises or the destruction thereof, or both, necessary in the interests of the public health, he shall forthwith cause the same to be removed from the premises or destroyed or both. Such destruction shall be carried out with such precaution and in such manner and in such place as the said Board may from time to time direct.

THE CREATOR OF THE NAVAL INTELLIGENCE DEPARTMENT.

Rear-Admiral Penrose FitzGerald is to be congratulated on producing a singularly interesting record of the life of Sir George Tryon.* Perhaps, too, it is well, on the whole, that this book did not appear too soon after the loss of the *Victoria*. We are separated now by a sufficient space of time from the catastrophe which brought Tryon to his tragic end, and involved with him so many officers and men, to be able to discover the Commander-in-Chief in the Mediterranean from the one mistake of a vigorous, self-reliant, eminently successful professional life, and to feel assured that the man whom all trusted for his tactical abilities, and whom all loved for his personal sympathy, must have had an innate power of awakening enthusiasm in others, and must have been a man among men. Admiral FitzGerald insists upon the difficulty he has found in his work in consequence of the fact "that the bulk of Sir George Tryon's records and journals went down with him in the *Victoria*." Be it so. The fact remains that enough is in existence to enable Admiral FitzGerald to show us Tryon, as he was—one of the greatest tacticians, one of the most able naval administrators, one of the kindest and yet firmest of commanders whom this closing quarter of the nineteenth century has seen. The author writes with the sympathy of a comrade and with the professional knowledge of the naval officer. If this last is sometimes a little obtrusive, it is a fault which may be forgiven.

To those who are concerned about naval matters the interest of Sir George Tryon's career—apart from the singular ability of the man himself—lies in the fact that he began as a youngster on board a wooden line-of-battle ship, that he served in or commanded some of our earlier ironclads—notably the *Warrior*, the first of our plated sea-going ships—and that his career brought him as far at the time when the *Victoria*, the *Sans Pareil*, and the *Nile* were looked upon as the perfection of naval construction, and the *Edinburgh*, the *Inflexible* and the *Dreadnought* were regarded as valuable units of the Mediterranean Fleet. To some of his countrymen the name of Sir George Tryon is associated only with the loss of the *Victoria*. Yet it is in him that we owe the creation of a Naval Intelligence Department, and the formation of the Australasian Squadron, which may prove a stepping-stone towards the ultimate formulation of some system of naval co-operation between the Mother Country and the Colonies. Sir George was the third of four sons. His three brothers all entered the Army. One was killed in the Crimea. The eldest fought through it, and the youngest still survives. Apparently Tryon in his schoolboy days had no very clear idea of entering the Navy, nor did his parents force on him such a career. He went to Eton, where he discovered the natural bent of his inclinations, and entered the Navy of his own initiative at a rather later period than was customary in those days or now. This was, of course, an initial disadvantage, but he soon overcame his difficulties by hard study and apt work, and from the first he was a favourite with his superior officers, and made rapid progress. He saw service in the trenches at Sebastopol, and it was during this period of his life alone that he ever witnessed a gun fired in anger. In the Black Sea he belonged first to the *Vengeance*; then he was nominally transferred on promotion to the *Britannia*; and finally, after returning to England, he was appointed to the *Royal Albert*. Fortunate in having his ability recognised, we find him passing rapidly through the lieutenant's class in consequence of his service in the royal yacht, and appointed as commander to the *Warrior*. His first separate command was in the little gun-vessel "*Surprise*,"—"up the Straits," as naval men call the Mediterranean—a station of which he had already seen much and was to see a great deal more. His Companionship of the Bath was won in Abyssinia, and then, following on his marriage, came his appointment as private secretary to Mr. Goschen, at that time First Lord of the Admiralty. The experience then gained stood him in good stead in a near future.

We may pass over the commission of the *Raleigh*, for the real interest of Tryon's career, so far as the country is concerned, commences with his appointment to the command of the *Monarch* in October, 1878. Within the last few months we have seen that it is now thought necessary to escort the *Monarch* across the Bay of Biscay, but 20 years ago she was regarded as one of the best of our fighting ships and, be it said, she would, if re-armed, be still capable of good work. In those days, however, she had three masts and sails, and this course makes a wide difference in safety at sea with a single screw. In this ship Tryon did good service when acting as the British representative on the Slax Commission at the period immediately antecedent to the French occupation of Tunis, and it was probably owing to his tact that a quarrel was averted between the Italian representative and the French members of the Commission. On his return home Tryon was appointed Secretary to the Admiralty, after having filled the post temporarily, and one of the first things he did when he got fairly into his work was to institute a Naval Intelligence Committee, which has developed into the Naval Intelligence Department as we now know it. Admiral Fitzgerald may well be quoted upon this point, for he simply expresses what everyone must feel:—

> If Tryon had never done anything in his life to earn the gratitude of the whole Naval Service, this quick recognition of such a glaring deficiency in our naval administration as the want of an Intelligence Department, and the prompt and effective steps which he took to supply it, would have sufficiently merited that gratitude. The Naval Intelligence Department is like a good many other modern institutions—steamships, railways, telegraphs, and bicycles; we wonder how on earth we ever got on without them. We may, at any rate, congratulate ourselves that Great Britain did not find herself involved in a naval war, in these days of steam and electricity, before she had taken the precaution to provide herself with a Naval Intelligence Department.

Not for this alone, however, have the Navy and the country to thank Sir George Tryon. His next work was to bring Australasia into the line of Imperial Defence, and to initiate that system of self-help on the part of the Colonies combined with Imperial assistance in which we may well hope to find a solution of some of the difficulties of so widespread an Empire. It is nothing to the point that the terms originally arranged between the Mother Country and Australasia have now been rendered practically obsolete by the progress of events. Everything must have a beginning, and to Tryon is due the credit of having brought about the creation of an Australasian Squadron. By this time he was commanding on the Australian Station, his flag-ship being the *Nelson*, a slow but heavily-armed armoured cruiser, which has recently been used for the purpose of taking out crews to relieve ships on various stations. The difficulty with which he had to contend was the belief of each Colony that its own interests pointed to the support of a tiny fleet which should be always stationed off its own ports. Tryon was far too good a strategist to give any countenance to such a heresy, and some of the official papers which he wrote at the time—although a little verbose, as his writings frequently were—show what he thought on the subject. Doubtless the compromise which was eventually reached was not altogether to his taste, but it may be doubted whether, if it had not been for his tact and recognition of difficulties, there would have been any Australasian Squadron at all. He could not impose his own correct theory of naval defence upon the Colonies, but he managed, at any rate, to get rid of the pernicious doctrine that each little port was to have its gunboat which was never to leave it.

Of his work as commander of one of the Fleets in the Naval Manœuvres of 1888, 1889, and 1890, it is hardly necessary to speak. As Admiral Superintendent of Reserves he did good work, which it is difficult to describe in detail, as much of it was confidential. In 1888 he wrote an account of the defensive forces of the imaginary Kingdom of Achili, and in it will be found a considerable indication of his views. Briefly, he recognised to the utmost the value of sea-power, but he insisted on the importance of fully trained and immediately available Reserves. It was in August, 1891, that Tryon was given the command of the Mediterranean Fleet—the most important seagoing appointment that a British Admiral can hold—and it was here that he carried out that system of signalling which has become discredited, but which will assuredly return into favour whenever we have a great naval war. It was known as the "T.A." system from the fact that the flags representing those letters indicated that it was to be carried into effect. Tryon recognised that there would be neither time nor opportunity in action for signalling in the ordinary way, and the hoisting of the two signal flags simply meant that the ships of the squadron were to follow closely the Admiral's movements, as he might alter course or do something which the squadron was to follow without further orders. On this commission Tryon's tactical abilities shone more brilliantly than ever. He was always trying new movements which every one thought dangerous, until experiments proved that he had carefully worked out his distances, and the result was that he inspired his subordinates with an absolute reliance, which no doubt contributed to the final catastrophe. How it came to pass that he mistook his distance, that he brought the *Victoria* and *Camperdown* together—unless some momentary confusion of thought caused him to confuse the radius of the ships' turning circle, as it is commonly called, with the diameter—it is impossible to say, and, entangled probably in some of the gear, he did not live to tell. "He was perfectly calm and collected to the last," says Staff-Commander Hawkins-Smith, "and died as he had lived, a brave man." Every credit, too, is due to the crew of the *Victoria* for the discipline which prevailed on board, and for the calm way in which the peril was fought up to the end. Into the technical details there is no need to enter here. Of Tryon himself it may be truly said, in the words of Admiral FitzGerald:—

> By study, by zeal, by energy, by hard work and self-denial, Sir George Tryon had made himself a master of his profession; and his great abilities, his wide knowledge, his firmness and impartiality, and his benevolence and kindness of heart, had gained not only the respect and admiration, but the affectionate regard of all those who served under him.

It remains to be said that the book contains an exceedingly good likeness of Sir George Tryon as a frontispiece, and a number of illustrations, of which that representing the entrance to Malta Harbour—taken from Fort Ricasoli to Ball's Point, and leaving out Fort St. Elmo—and that portraying the unfortunate *Victoria*, are especially worthy of commendation.

* *Life of Vice-Admiral Sir George Tryon, K.C.B.* By Rear-Admiral C. C. Penrose FitzGerald. Edinburgh and London: William Blackwood and Sons.

THE NAVY LEAGUE.

It is very satisfactory to learn that there is nothing like an abatement of interest being shown in the work of the Hongkong branch of the Navy League. The list of members is growing steadily, and by their constant advocacy of the upholding of our Naval prestige and the strengthening of our fleets, the local branch has become a valuable coadjutor to those at home.

A striking example of the interest shown by the members of the League in Hongkong has just been brought under our notice. Mr. Claude Ley Kum, a British subject, who joined the branch of the League here, has had a large picture in oils of the China squadron (as many would wish to see it) painted for presentation to the headquarters in London. We have been favoured with a large portrait of the picture and judging by it Mr. Ley Kum is certainly to be congratulated on the splendid taste he has shown in the matter. The vessels are seen at anchor in Hongkong Harbour and in the background is an excellent view of the Peak and city. In the left foreground and centre are all the British warships on the China station, some being drawn from sketches and others from photographs. Among the vessels H.M.S. *Powerful* is seen, and she has in her immediate vicinity a number of torpedo boats and destroyers. All the others, cruisers, gunboats, &c., are admirably pourtrayed, and just behind them lies the quaint old *Victor Emanuel*, affording a fine comparative study in naval architecture. The right of the picture is devoted to representative vessels of the chief steamship lines, amongst the vessels in evidence are those of the P. and O., O. and O., Northern Pacific, C.P.R., Messageries Maritimes, Holt's, the *Glen* and *Apcar* lines. As all of these steamers, with one or two exceptions, are subsidised by the Government and are available as transports in the event of war, their presence in the painting gives it very considerable added interest.

In forwarding the picture to Mr. H. E. Pollock, hon. secretary of the local branch, for transmission to London Mr. Ley Kum wrote saying that his object in presenting it was to enable the League in England to form an adequate idea of the naval and commercial importance of Hongkong. He also says that he had added to the painting a number of vessels not on the station, but which he is strongly of opinion should be in the China squadron to maintain a balance of strength with other Powers represented in the Far East. He considers there should be at least four, first class battleships, four first class cruisers, four cruisers of the *Narcissus* type, four of the *Rainbow* type, two third class cruisers, eight "destroyers" of the *Handy* class, 12 seagoing torpedo boats and six of the second class. The fleet shown in the picture is composed as above indicated.

In acknowledging the receipt of the work Mr. Pollock wrote as follows:

"18 Bank Buildings,
"7th May, 1897.

"Dear Sir,—I have to thank you very much for the oil-painting and photograph of Hongkong harbour and of the British Fleet as we should like to see it in these waters. I will forward the painting to the head office of the Navy League in London as you request. With regard to your suggestions for additional ships to be sent out to the China squadron, I will circulate your letter to the members of the Committee of the Hongkong Branch and your proposals will meet with careful consideration.

I am, dear Sir,
Yours faithfully,
HENRY E. POLLOCK.
Hon. Secretary.

Navy League, Hongkong Branch,
CLAUDE LEY KUM, Esq.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

The second annual meeting of the members of the Fire Insurance Association of Hongkong was held yesterday afternoon at the office of the China Fire Insurance Company, Limited. Mr. W. Machean presided and representatives of the following Companies were present—Commercial Union, China Fire, South British, Union of London, Hanseatic, Imperial Fire, Scottish Union and National, North British and Mercantile, Batavia Sea and Fire, Manchester, Empress, Fire Insurance Company of 1877, Hamburg, Aachen and Munich, Sun, Transatlantic, North German, Chun On, Prussian National, Hamburg and Magdeburg, Hongkong Fire, Alliance, Eastern, Palatine, London and Lancashire, Royal Exchange, Atlas, London Insurance, Lancashire, Royal, and the Asiatic.

The Secretary read the notice convening the meeting, and the minutes of the last meeting were read and confirmed.

The Chairman—Gentlemen, the annual report and accounts for the year ended 31st March, 1897, having been in your hands for some days, I propose, with your permission, to take them as read. There are one or two items of expenditure which, perhaps, you may think require explanation. One is the cost of a silver cup presented to the Hongkong Police Force, viz., $150. As you are aware, in March, 1895, a reward of $500 was offered by this Association to anyone giving evidence that would lead to the apprehension and conviction of any person guilty of arson. This reward was not intended for the police, but in view of the very prompt and active steps taken by them to secure the evidence which led to the conviction and sentence of the two Chinamen charged with setting fire to their rice shop at No. 48, Praya West, in April of last year, your Committee decided to offer the reward to the Police. H. E. the Governor, however, would not allow them to accept it, whereupon your Committee came to the conclusion that the next best way of recognising the important service rendered by the Police was to present them with a silver cup to be shot for by the members of the Force. This was done and the cup, which was exhibited for some days in Messrs. Robinson & Co.'s window, was handed over to the Captain Superintendent and gratefully received by the Force. At the general meeting the sum of $250 was unanimously voted to the Secretary in recognition of his services to the Association during the year 1895-96, but during the past year it was thought advisable by the Committee, in consequence of the increased work attaching to the post of Secretary, to pay a fixed monthly salary of $50, the same as is done in Shanghai and other places where similar Associations to ours have been formed. The other items in the accounts do not call for special comment. On behalf of the Committee I have the pleasure of congratulating the members on the continued prosperity and success of the Association. The tariff of minimum rates as fixed at the special general meeting held on 26th March, 1896, has, so far as the Committee are aware, been faithfully and honourably maintained. Only one important alteration has been made in the rates, viz., in item No. 3 of the European tariff. You will doubtless remember that at the meeting just referred to it was decided to leave the question of the increased rates for buildings and contents of European godowns to be settled by the Fire Offices Committee, London. After careful and mature consideration that Committee decided that the views of the majority of the Companies represented in Hongkong as shown by their vote at the special general meeting should be upheld and that the rate for building and contents of European godowns (specific one godown only) be raised to ¾ per cent. and that the rate on contents of a range of godowns (floating) be raised to ½ per cent. Several other questions of importance have been settled by your Committee during the past year. Until quite recently the local offices and one or two other companies used the three conditions of average on their policies. As this was likely to lead to confusion in the settlement of claims, and in order to secure uniformity, these Companies were induced to adopt the first as *pro rata* condition of average only and now all policies issued in Hongkong are identical in that respect. As a considerable amount of Hongkong insurances might possibly find its way to London, your Committee persuaded the Fire Offices Committee, London, to pass a rule whereby an additional 15 per cent. to the local tariff rates is to be charged on all insurances not effected through local agents. The number of fires in 1896, according to the report of the Superintendent of the Fire Brigade, which however, is still in the printer's hands, was 30 and the value of property destroyed is estimated by him at $105,595; but from the returns supplied to our Secretary by the members of the Association interested, the actual value of property destroyed appears to be $126,063.25. It is very desirable that all such returns be sent in to the Secretary as accurately and as promptly as possible. The number of fires and the value of the property destroyed compares favourably with those of previous years. During the first five months of last year, however, the number of fires was exceptionally large, but thanks doubtless to the conviction of and the exemplary punishment passed on the two Chinamen to whom I have already referred, there was at once a very marked diminution, while during July, August, and September there were actually no fires whatever. I much regret to say, however, that there has again been an important increase in the number of fires this year, many of which, doubtless, are incendiary. There is a case now pending before the Magistrate's Court in connection with the fire which occurred at No. 99, Jervois Street, on 21st April. I shall be pleased to answer to the best of my ability any questions that may be asked.

There were no questions and the Chairman moved the adoption of the report and statement of accounts.

Mr. Veitch seconded.

Carried.

A discussion then took place with regard to certain tariff rates and the matter was left to the Committee to deal with.

Mr. Sharp moved the re-election of the old Committee, with Mr. R. L. Richardson to fill the vacancy occasioned by the Chairman leaving the colony, and the election of Mr. J. B. Coughtrie as Chairman and Mr. A. Ross as Vice-Chairman.

Carried.

Mr. Coughtrie—I am very much obliged to you for this expression of your confidence. I shall do my best in the interests of this Society and I hope we shall pull together amicably and harmoniously. (Applause.)

Mr. Ross—Ditto as Vice.

A vote of thanks was then passed to Mr. Coughtrie for the use of his room for the purposes of the meeting.

Mr. Ross—I have very much pleasure in moving a vote of thanks to the retiring Chairman and I am sure I carry with me the feelings of all the members of the Association in doing so. Mr. Machean, in conducting the business of the chair, has shown clear-headedness, tact, and discretion, and in a more private capacity, when consulted by those less experienced than himself, he has been uniformly courteous and obliging. As he has said, he is leaving the colony and I am sure that the best wishes of everyone connected with the company go with him. (Applause.)

Mr. Coughtrie—That is a vote of thanks I am sure you will all agree with. Everyone here must have felt that Mr. Machean was the right man in the right place and now he is leaving the colony we can only express our deep regret at losing him and our hope that we shall find in his successor an equally valuable coadjutor. (Applause.)

The resolution was carried and the Chairman briefly returned thanks.

The Chairman—That concludes the business of the meeting. I am sorry I cannot say what many Chairmen say, that dividend warrants will be issued to-morrow. (Laughter.)

NOTANDA.

CALENDAR.

MAY.

Meteorological means based on ten years' observations to 1893.

Barometer	29.867
Thermometer	76.2
Humidity	84
Rainfall	15.00

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.85	29.74
Thermometer	74	74
Humidity	96	97
Rainfall	1.84	.....

TO-DAY.

Saturday, 8th May, 1897.

Chinese.—*7th of 4th moon of 23rd year of Kwong-sü.*

Jewish.—*6th Ylar, 5657.*

Mohammedan.—*6th Dulheggia, 1314.*

Sun—*Rises* ..... *5hr. 25min.*
Sets ..... *6hr. 28min.*
High water—*Afternoon* ..... *0hr. 9min.*
Low water—*Afternoon* *8hr. 50min*

No inferior high or low water.

ANNIVERSARIES.

1865—Prince Kung's honours restored.
1870—British ship *Dunmail* wrecked while entering Hongkong harbour.
1893—The *Clam*, first kerosine tank steamer, arrived in Hongkong.

TO-MORROW.

Sunday, 9th May 1897. (III after Easter.)

Chinese—*8th of 4th moon of 23rd year of Kwong-sü*

Fête of San Kai ruler of heaven, of earth, and of hades; also a fête of Buddha.

Jewish—*7th Ylar, 5657.*

Mohammedan—*7th Dulheggia, 1314.*

Sun—*Rises* *5hr. 24min*
Sets ..... *6hr. 28min.*
High water—*Afternoon* ..... *1hr. 12min.*
Low water—*Afternoon* ..... *9hr. 45min.*

No inferior high or low water.

ANNIVERSARIES.

1890—New Town Hall opened at Tientsin.
1893—Waglan Lighthouse first opened.
1896—Russian warships threatened to land men at Chefoo over the foreshore difficulty.

CHURCH SERVICES.

St. John's Cathedral:—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.

Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m. and 9.30 a.m. Benediction, 5 p.m.

Union Church:—Services, 11 a.m and 6 p.m.

German Bethesda Chapel, West Point:—Morning Service, 11 a.m.

St Francis' Church, Wanchai:—Mass (Chin.), 6 a.m., (Port.) 7.30 a.m., Benediction, 5 p.m.

St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point:—Mass, 8 a.m.

Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.

St. Peter's Seamen's Church:—11 a.m. and 6.30 p.m.

SHIPPING AND MAIL NEWS.

MAILS DUE:

American (*City of Rio de Janeiro*) 10th inst.
Indian (*Chelydra*) 10th inst.
French (*Natal*) 11th inst.
Canadian (*Empress of Japan*) 11th inst.
Tacoma (*Tacoma*) 14th inst.
English (*Kintsar-i-Hind*) 16th inst.
Australian (*Tokio Maru*) 21st inst.
German (*Preussen*) 3rd prox.

* * *

THE steamship *Powan* will be despatched for Canton at 5.30 p.m. to-morrow.

* * *

THE P. & O. S. N. Co.'s steamer *Borneo* left Singapore for this port at 6 a.m. to-day.

* * *

THE P. M. S. S. Co.'s steamer *City of Rio de Janeiro*, with mails, etc., left Shanghai for this port at 2 p.m. yesterday.

* * *

THE P. M. S. S. Co.'s steamer *City of Peking*, with mails, etc., left San Francisco for this port, *viâ* Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 1st inst.

* * *

THE Agents (Messrs. Dodwell, Carlill & Co.) inform us that the Northern Pacific Steamship Co.'s steamer *Pelican* arrived at Tacoma on the 6th inst.

* * *

THE O. & O. S. S. Co.'s steamer *Gaelic*, with mails, etc., from San Francisco to the 21st ulto. has arrived at Yokohama, and leaves for this port *via* Inland Sea, Kobe, Nagasaki and Shanghai, to-morrow.

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

Takchaong	steamer,	from	Sumatra
Aladdin	"	"	Moji
Pronto	"	"	Canton
Sulibarg	"	"	Canton
Oscarshal	"	"	Canton
Fushun	"	"	Canton
Phrawang	"	"	Bangkok
Choytsang	"	"	Shanghai

Aggregating 8,799 tons register.

DEPARTURES.

Daphne	steamer,	for	Shanghai
Triumph	"	"	Hoihow
Hiroshima Maru	"	"	Kobe

Aggregating 3,904 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS

Kalpan	in	Kowloon	Dock.
Krim	"	"	"
Strathallan	"	"	"
Reina Christina	"	"	"
Rainbow (H.M.S.)	"	"	"
Daphne (H.M.S.)	"	"	"
Mathilde	"	"	"
Shantung	"	Cosmopolitan	"
Alpha	"	"	"

SWATOW.

	Arrivals.	*from*	*Agents.*
May 5	*Woosung*	Chefoo & N'wang	B. & S.
6	*Formosa*	Hongkong	J. M. & Co.
6	*Hinsang*	Hongkong	J. M. & Co.
6	*Choytsang*	Shanghai	J. M. & Co.
6	*S. Rickmers*	Hongkong	B. & Co.
7	*Devawongse*	Hongkong	B. & S.

	Departures.	*for*	*Agents.*
May 6	*Formosa*	Amoy & T'sui	J. M. & Co.
6	*Canton*	Shanghai	J. M. & Co.
6	*Wuhu*	Shanghai	J. M. & Co.
7	*Hinsang*	Shanghai	J. M. & Co.
7	*Choytsang*	Hongkong	J. M. & Co.
7	*Kashing*	Amoy	B. & S.
7	*S. Rickmers*	Amoy	B. & Co.

IN PORT—*Woosung, Devawongse.*

PASSED THE CANAL.

OUTWARD—9th April—*Dordogne, Fujisan.* 13th April—*Oopack, Mathven Castle.* 20th April—*Borneo, Glenesk, Hector, Glenfarg, Oldenburg, Natal, Afridi, Benwhitlich, Thekla.* 23rd April—*Radnorshire, Gloucester.* 27th April—*Caledonien, Marquis Bacquehem, Pyrrhus, Kagoshima Maru.* 30th April—*Formosa, Tanartvo, Bellinzona.* 4th May—*Pahlung, Astral, Atagosan, Freg.* 7th May—*Aglaia, Ceylon, Glengarry, Macduff, Guadalquiver.*

HOMEWARD—30th April—*Maria Valeria Kinshiu Maru.*

SPEAKING OF LONG AGO.

TO-DAY, as I pen these lines, one picture from the long-vanished past rises in my memory as clearly as though it hung on a wall before my very eyes. It is of a boy about fourteen years old, propped up in a great arm-chair with pillows and bed-clothes, and gazing through a window. He is just convalescing after a long and dangerous illness, and is still thin, pale, and weak. The strong arms of his loving father have taken him from the bed and placed him snugly by the window in order that he may see his playmates at their games in the snow; for the time is mid-winter. They wave their hands to him and he waves his hand feebly to them. The scene is from my own boyhood, forty years ago. What magic has conjured it up now? Only a sentence from a letter.

This: "I was so weak that for years I had to be carried upstairs to bed." A lady speaks thus of her girlhood. What a pitiable thing. It is not what nature meant; but alas! too often what really happens in this perverted world. Children should never suffer pain, for pain is punishment. For whose offences, then—surely not their own—do the little ones sicken and die by uncounted millions?

"From childhood," so runs the letter, "I was always delicate. When fourteen years old I got a chill on the lungs which left me in a weak state. Indeed, I was always tired and weary, and never knew what it was to feel strong."

Now, tell me, if you can, what sadder reading one is apt to come upon than this? Fancy a young girl being *always* tired, weary, and weak!—too weak to climb the stairs to her own bed! so feeble and lifeless as to require to be carried over the house through which she *should* have skipped and danced like a fawn. What had so crushed her; Disease. What disease and how caused?

"I was very pale," continues the letter; "My feet were cold and clammy, and hot sweats now and again burst over me. My appetite was poor; and, after eating, I suffered such pain at the chest and side that it often amounted to agony; and the palpitation of the heart was so bad that many times I got no sleep at night on account of it."

And this at an age when the heart should beat quickly only with feelings of joy and hope; and girlish forms in their beds should be as quiet as recumbent statues.

"After a time," says the writer, "I could take liquid nourishment only, my stomach being too weak to retain anything solid. Thus, I gradually wasted away until I was nothing but skin and bone. I had not even strength to walk across the floor; and all who saw me said it was impossible that I should ever get well.

"From time to time I saw doctor after doctor, and twice went to the Sherborne Hospital, but received no benefit from the treatment there. *At last the doctors said that both my chest and bowels were ulcerated and that there was no hope of my recovery.* I was now so bad that I could take nothing but weak brandy and water—and that only occasionally.

"In this hopeless condition I lingered on until March, 1890, when I heard of Mother Seigel's Curative Syrup. Although I had given up all hope of deriving any benefit from any medicine, I nevertheless, sent for a bottle of the Syrup, and after having taken it for a few days I found myself a little better. This led me to continue using it, and shortly I was able to take solid food, and the sickness gradually left me. Holding to this medicine—the only one that had ever helped me—I grew stronger until I was in good health. Without Mother Seigel's Curative Syrup I should never have recovered; and you must try to imagine how grateful I feel. I never can put my thankfulness in words. Yours truly (Signed) (Mrs.), Mary Jane Hillier, Rimpton, near Sherborne, Dorset, March 9th, 1893."

We rest at this. Here is a life history. How can we comment on it adequately? What a pity that this woman should have so suffered! What a satisfaction to know that she suffers no more! And yet—the lost time, the lost happiness! Ah, yes! Mother Seigel had reason enough to induce her to labour as she did to relieve her sister women. Thank Heaven for her success.

Mrs. Hillier's real disease was of the stomach—indigestion and dyspepsia; inherited, probably, and made chronic by circumstances. The remedy she finally used cured this, and so freed her from all the symptoms and results. How kindly are the arms that carry us in our weakness. How glorious not to need them!—*Adv.*

RIGAUD'S
White Violet
EXTRACT

This fugative and delicate perfume is persistant as an Extract for the handkerchief while as a Soap and Powder, it has been adopted by the most refined French Society.

RIGAUD et Cie
PERFUMERS
PARIS

10,000
White Violets
equal each bottle of
Rigaud's Extract

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, for *Rickets, Marasmus* and all wasting disorders of children, is very remarkable in its results. The rapidity with which children gain flesh and strength upon it is very wonderful. Read the following:—"I have tried 'Scott's Emulsion' in cases of wasting in young children, and I am of opinion that it is a valuable preparation for such cases. The children take it and ask for more, and the good effects are apparent. I consider it far superior to ordinary Cod Liver Oil."—J. MARSHALL, M.R.C.S., &c., 143, Grange Road, Bermondsey, S.E. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong.—*Adv.*

Intimations.

"ESSETS"

DISINFECTING FLUID.

"ESSETS"

DISINFECTING POWDER.

"ESSETS"

DISINFECTING SOAP AND TOILET PREPARATIONS.

One gallon of "Essets" Fluid is sufficient to make 1,000 gallons of Disinfectant.

Send for Corroborative Reports, Testimonials, Price Lists and Particulars to—

WATKINS & CO.,
SOLE AGENTS,
13] 66, QUEEN'S ROAD CENTRAL, HONGKONG.

THE
CLUB HOTEL,
5, BUND, YOKOHAMA.

HOTEL METROPOLE,
1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggages and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, *YOKOHAMA.* | L. DEWETTE, Manager, *TOKYO* [48

J.-J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES
STAMPED ARTICLES
FOR
MILITARY EQUIPMENT

Apply to Messrs DODWELL CARLILL & Co., Agents for M. OPPENHEIMER & Co, Paris.

CARBOLINEUM AVENARIUS
USED FOR 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
SCHEELE & Co.

Hongkong, 15th May, 1896. [33

THE GRILL ROOM,
8, QUEEN'S ROAD.

THE LEADING CATERERS
ON
TUESDAYS,
GREEN TURTLE STEAKS for TIFFIN.
GREEN TURTLE SOUPS for DINNER.

SALADS and DELICIOUS ENTREES sent to PRIVATE HOUSES at shortest notice.
WEDDINGS, PRIVATE PARTIES, TIFFINS and DINNERS a Speciality.

Hongkong, 14th December, 1896. [67

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVERSMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches—awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56 Queen's Road Central. '94

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Cos., Ld., DUNLOP TYRES' BICYCLES—PRICE $185.

A special reliable Watch made for this Climate
Quality A.....$16
Quality B.....$18

10, QUEEN'S ROAD CENTRAL,
41] Opposite the Telegraph Office.

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats; as FOUL WATER is the cause of much sickness on board Ships.

We are the only Water-Boat Company in Hongkong exclusively Supplying FILTERED WATER.

Call Flag "W."

J. W. KEW & Co.,
STEAM WATER-BOAT Co.,
18, Praya Central.

Hongkong, 9th October, 1896. [46

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN (DIRECT).

THE Company's Steamship

"TAKSANG,"

Captain Ralph, will be despatched as above on MONDAY, the 17th instant, at 4 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 1st May, 1897. [723

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"MOGUL,"

Captain Wright, will be despatched for the above port on or about the 30th May.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 4th May, 1897. [664

Shipping.

STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, KURRACHEE, ADEN, SUEZ, MASSOWAH, PORT SAID, BRINDISI, VENICE, FIUME AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT ADRIATIC PORTS, also to SOUTH AFRICAN PORTS.)

THE Company's Steamship

"GISELA,"

Captain Brelich, will be despatched as above on TUESDAY, the 11th inst.

Cargo will not be received on board after 5 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to
SANDER & Co.,
Agents.

Hongkong, 9th April, 1897. [753

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"POSEIDON,"

Captain R. Mayer, will leave for the above places on the 14th instant.

For Freight or Passage, apply to
SANDER & Co.
Agents.

Hongkong 7th May 1897. [763

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

Captain Innes, will be despatched on TUESDAY, the 18th May, at 5 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S. S. Co. and *vice versa.*

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd April, 1897. [756

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.
(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.

THE Company's Steamship

"OMI MARU,"

Captain C. Young, will be despatched as above on FRIDAY, the 21st inst. at 4 p.m.

This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 4th April, 1897. [740

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"YUENSANG,"

Captain W. Waddilove, will be despatched as above on MONDAY, the 10th instant, at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 7th May, 1897. [762

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON,
VIA STRAITS AND USUAL PORTS OF CALL.
(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"KINTUCK,"

C. de La Perrelle, Commander, will be despatched as above on MONDAY, the 10th instant.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 3rd May, 1897. [741

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.

THE Company's Steamship

"SHANTUNG,"

Captain Frampton, will be despatched as above on TUESDAY, the 11th instant, at noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 7th May, 1897. [709

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.
(Under Mail Contract.)

FOR SINGAPORE, COLOMBO AND BOMBAY.

THE Company's Steamship

"MIIKE MARU,"

Captain P. H. Going, will be despatched for the above Ports on TUESDAY, the 11th instant, at Noon.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 3rd May, 1897. [736

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG,"

Captain Finlayson, will be despatched as above on TUESDAY, the 11th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 3rd May, 1897. [729

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1897.
(Subject to Alteration.)

Monmouthshire.	Wednesday...	12th May.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MONMOUTHSHIRE"

will be despatched hence for PORTLAND, OREGON, and VICTORIA, (B.C.), *via* KOBE and YOKOHAMA, on the 12th inst.

Consular Invoices of Goods for United States Points should be in QUADRUPLICATE; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 6th May, 1897. [693

OCEAN STEAMSHIP COMPANY.

FOR HAMBURG, LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"SARPEDON,"

Captain Grier, will be despatched as above on THURSDAY, the 13th instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 3rd May, 1897. [702

OCEAN STEAMSHIP COMPANY.

FOR HAVRE, HAMBURG AND LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR,"

Captain Jackson, will be despatched as above on or about THURSDAY, the 27th instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 3rd May, 1897. [730

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A1 British Ship

"FALLS OF DEE,"

Lock, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.

Hongkong, 4th February, 1897. [244

FOR NEW YORK.

THE 100 A.1. British Ship

"CLAN MACKENZIE,"

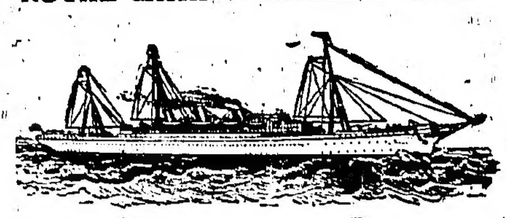
Captain Ildes, shortly expected from Shanghai will load here for the above Port and will have quick despatch.

ARNHOLD, KARBERG & Co.

Hongkong, 1st May, 1897. [748

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1897.  1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 19th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 9th June.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th June.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits. Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 28th April, 1897. [3

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA, AND EUROPE:
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 11th May, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 29th May, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama)	Thursday, 17th June, at Noon.

THE Company's Steamship

"COPTIC"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 11th May, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route.*

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 23rd April, 1897. 2

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES.
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUEUR SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th May, 1896. [29

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama)	Thursday, 20th May, at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 8th June, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 26th June, at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA on THURSDAY, the 20th May, 1897, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route.*

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports; to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways; to Havana, Trinidad, and Demerara; and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

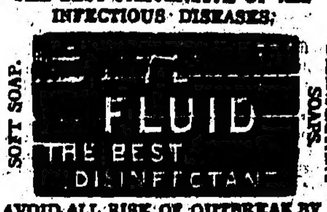
For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 30th April 1897. [1

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES;

SANITARY SOFT SOAP.  DISINFECTANT SOAPS.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1897. [18

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES:

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON $400.
Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK $350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA $225.
Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Braemar.....	3,601	Friday	May 14.
Tacoma	2,549	Tuesday ...	May 25.
Victoria	3,167	Tuesday ...	June 15.
Olympia	1,608	Tuesday ...	July 6.
Pathan.....	2,709	Tuesday ...	July 27.

THE Steamship

"BRAEMAR,"

Captain Parter, sailing at Noon, on FRIDAY the 14th May, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), *via* KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 30th April, 1897. [4

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"COROMANDEL,"

Captain F. H. Seymour, carrying Her Majesty's Mails, will be despatched from this for LONDON (VIA BOMBAY,) on THURSDAY, the 20th May, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 7th May, 1897. [5

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Prinz Heinrich ...	Tuesday...	25th May.
Prussia	Tuesday...	22nd June.
Sachsen	Tuesday...	20th July.
Bayern	Tuesday...	17th Aug.
Prinz Heinrich ...	Tuesday...	14th Sept.
Prussia	Tuesday...	12th Oct.
Sachsen	Tuesday...	9th Nov.
Bayern	Tuesday .	7th Dec.
Prinz Heinrich ...	Tuesday...	4th Jan.

ON TUESDAY, the 25th day of May, 1897, at 9 A.M., the Company's Steamship "PRINZ HEINRICH," Captain O. Cappers, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 22nd May. Cargo and Specie will be received on board until 5 P.M. on MONDAY, the 24th May, and Parcels will be received at the Agency's Office until NOON on MONDAY, the 24th May. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation, and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 27th April, 1897. [666

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